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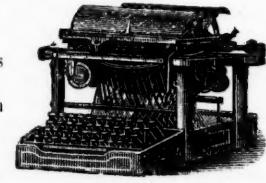
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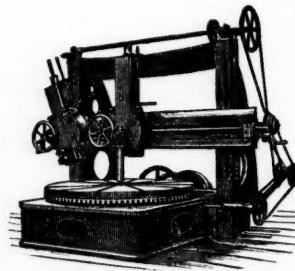
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THE AMERICAN.

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REVIEW OF THE WEEK.

IT is reported upon what seems to be good authority that Mr. Cleveland is not pleased with the treatment he is receiving at the hands of his ex-Republican constituents. He is especially offended by the tone taken in several of their newspapers, which were loud in admiration of his public record and character two years ago. Mr. Cleveland should be discriminating in his resentments. Some of his whilom friends show touching anxiety to make a good case for his administration and shut their eyes with piety and loyalty to its shortcomings. They are bound to find in him the heroic statesman of reform, whom their imaginations constructed in contrast to that bold, bad man, Mr. Blaine. No amount of Higginism seems able to shake their faith in him. And even if others—like the Springfield *Republican*,—speak of his bad appointments as probably outnumbering the good ones, and describe Senator Harrison's speech as “a most damaging indictment of the President's work as a civil service reformer,” and point to the appointment of postmasters on the ground of mere partisanship “without regard to the experience, knowledge, length of service, or endorsement of old postmasters” by ex-Republicans and Democrats, yet Mr. Cleveland must learn to bear with them. Let him remember that it was the votes of these men that made him President, that they went through mire and mud for him, and that in return for all this they have had next to nothing from his administration. We do not refer to the two or three consulates they got, but to their expectations and their general disappointment in connection with his letter to Mr. Curtis, in which he promised that he would remove only “offensive partisans” from offices whose control by partisans was not necessary to the execution of the policy of the Administration. If Mr. Cleveland has a copy of that letter anywhere on file let him read it over carefully whenever he is inclined to be angry with his ex-Republican friends.

THE Senate has dashed the hopes of the advocates of Free Ships by refusing to amend the Post-Office Appropriation bill in that sense. Its appropriation of \$800,000 for the carriage of the mails in American vessels to ports on this continent, is confined to vessels of American build. As it made just the same refusal two years ago, there is nothing surprising in its action, nor even in the fact that Messrs. Sewell and Cameron voted with the majority. These gentlemen are illogical enough to wish to open the registration to vessels owned by their friends, but not to open it to ships of foreign build generally.

It is expected that the House will make a good deal of opposition to the Senate's amendment of the Post-Office Appropriation Bill. It is said that Mr. Vilas is doing his best to defeat it, as an aspersion upon his policy with regard to the vote of \$400,000 for a similar purpose last year. But this is a case for firmness on the part of the Senate. The Post-Office itself is hardly more necessary to the country than is the extension of our shipping interest. Neither is an indispensable part of the government. The country would survive the abolition of the Post-Office, and a return to private enterprise in the matter of carrying letters. The institution is of modern origin, and governments got on for ages without it. It is permissible for the Senate to take its stand on the ground that it will vote no appropriation for carrying the mails which does not contain this clause. For want of such action the nation is suffering a loss of commerce and an exclusion from its natural markets which fairly may be paralleled with the injury done to communication by stopping the Post-Office itself. For want of shipping of our own, we sell to Brazil only one-sixth as much as we buy of her, and to Latin America generally only one-fourth as

much as we buy. The excess of our imports from these countries was \$85,695,009 during the last fiscal year. Our purchases are actually managed by the English shipping line to pay for Brazilian purchases of English hardware and textiles. Is \$800,000 for mail service too great a sacrifice to secure a shift of this balance to our favor? It is much less than one per cent. of the amount.

THE chief topic under discussion in the Senate has been Mr. Cullom's inter-state commerce bill. As was justly said by the opponents of the measure, it deals with one of the most difficult problems in our public economy, and its difficulty is made all the greater by the fact that only those railroads which cross state lines can be brought under national regulation. The amendment proposed by Mr. Camden touches on the most perplexing problem of regulation. It requires that all charges shall be strictly proportional to the length of the haul, without any regard to competitive and non-competitive points. This seems to be just in the highest degree. But the railroads regard long hauls at low rates as a kind of supplement to their regular remunerative work. They admit that the pay covers little more than the actual cost of transportation, and pays nothing on the interest of the investment and the wear and tear. But they think they should be free to take this extra work on the only terms on which it is to be had, as they thus make some money, and the public is benefited. The answer to this is that a large part of the public is most injuriously affected by these lower charges on long hauls. They are deprived of the advantages which they ought to derive from their proximity to important markets or important bases of supply. The Eastern Pennsylvania farmer cannot raise wheat because the railroad taxes him to pay the cost of bringing Minnesota wheat to the seaboard. The Philadelphia manufacturer or householder buys his coal dearer than the price at Boston, in order that the road may be able to send it to Boston. In the same way some local interest is oppressed in every part of the country.

On the other hand, we need to guard against such a degree of restriction as will put a stop to the building of railroads. The system has developed with rapidity under free competition. By laying too much restraint on that we may check its growth seriously and disastrously.

THE Senate having refused to confirm Mr. Pillsbury as Collector of the Port of Boston, the President has selected Mr. John E. Fitzgerald of that city for the vacant place. This seems to indicate that he is not disposed to keep up a fight with the Senate over the few—by far too few—offices to which his nominees have not been confirmed. In this we think he shows his good judgment. His case is not so good before the public as to make a struggle with the Senate, because of their exercise of their constitutional judgment, a profitable one to either himself or his party.

Mr. Fitzgerald, as his name implies, is an American of Irish birth,—probably a scion of the great house of the Geraldines, to which Ireland would look for a king if she had to choose one for herself. We do not say this to waken any royal ambitions in Mr. Fitzgerald; but we hope his Irish patriotism will supplement his American, so as to secure a vigorous enforcement of the customs duties at that port. Boston always has had a good name as regards the honest administration of these laws, and we presume it will not lose it under the new collector. And we venture to assert that even Know-nothings who respect themselves and the government of their country, would rather see an Irishman at the head of the Boston Custom House than a Yankee from the State of Maine tainted by political fraud.

THE House has passed the River and Harbor Bill, appropriating the sum of \$15,164,277, and has sent it to the Senate for en-

largement. It seems not improbable that contraction will be the order of the day in the Senate. Mr. Hoar, who showed himself so heartily favorable to the principle of the bill two years ago, proposes to subject its clauses to a severe scrutiny. He asks that the Senate's Committee report the reasons for each and every appropriation made in the bill. For many of them, unless the bill be much better than its predecessors, there is no reason except that by which some voluntary paupers justify their acceptance of charity they could do without. They say: "If there is assistance to be had, we may as well get our share." For others the reason is that a good appropriation for the member's district will help to his re-election. The great body of the money is probably given to proper objects, but even these are discredited by their association with jobs for which there can be no apology.

THE Senate has changed the terms of the Hawaiian Treaty by requiring as a condition the cession of a port in those islands to our government. There is no objection to this mode of procedure, for the requirement that treaties shall be confirmed by a branch of our national legislature implies the possibility of their amendment in this fashion, that they may be sent back to the government concerned. But we do not see what we are to gain by such a cession of a port in Hawaii. We have no navy to use it, and no interests in that quarter which would not be served by the use we now have of their ports. The port in question would need to be greatly altered before our ships could use it, and its cession to us might lead to very embarrassing demands in Hawaii on the part of England and Germany, who have just been dividing the South Seas between them by a line of demarcation. Better have no treaty, and no port.

WHATEVER may be done with the Free Trade features of Mr. Morrison's bill, it is to be hoped that there will be an attempt to save its administrative features. The establishment of a special court to determine the true sense of the tariff law is loudly demanded by the commercial bodies of our seaboard cities. At present no tariff enactment is safe from misinterpretations of the Treasury experts, and in practice the interpretations vary for different seaports in a way which makes a uniform tariff nearly impossible. It is curious and notable that nearly all of these decisions,—whoever was the Secretary of the Treasury,—have been hostile to the protective principle. Even so good and upright a Secretary as Mr. Fessenden has managed to associate his name with decisions which have been in the way of our domestic industries ever since.

We have said sharp things of Mr. Commissioner Sparks of the Land Office; but there is a good side to the man. He seems to be administering the duties of his office with a tenacious honesty, and to be giving no quarter to any of the thieves who are preying on the public domain. At times he mistakes an honest man for a thief, and causes unreasonable delay in the approval of land warrants. But this failing "leans to virtue's side," and the country can better endure it than it could a greater laxity in administration. It is Mr. Lamar who does the yielding, and who has repeatedly overridden the judgment of the Commissioner. We heartily second Mr. Sparks's proposal for the entire repeal of the preëmption and timber laws, and for the amendment of the homestead laws. We have got all the good we are likely to get from the rapid occupation of the public domain. We have stimulated the growth of farming in the Northwest at the expense of the older parts of the country, and now we have reached a point at which the foreign market for the surplus thus produced has become small and unprofitable. Better withdraw our premium upon farming until our industries attain the stability of equilibrium.

A CANADIAN ship of war has seized an American fishing vessel, the *David J. Adams* of Gloucester, in Digby Harbor; and the Canadian authorities are taking steps for the condemnation of the vessel. The charge is not made that the vessel was fishing within the Canadian water-line, but that she was buying bait, and that

this act furnished presumptive evidence of her intention to fish for mackerel within that line. A very large part of the population of Nova Scotia and Newfoundland make their living by collecting and selling such bait to American and other fishermen. But the Canadians claim that under the treaty of 1818 American fishing-vessels have no rights but those of hospitality—repairs, water, provisions and the like—in Canadian harbors. They already warned American fishermen of their purpose to enforce this claim, and they now have brought matters to a head by this act.

This seizure for doing a peaceful act not expressly forbidden by treaty nor by any rule of international law, puts the Canadians in a much worse position than if the vessel had been fishing within the headland line. Had the latter been the case, the Canadians might fairly have claimed that our own Supreme Court sustained their definition of their rights. But there are no precedents for this piece of violence, except those which their own government resorted to before the negotiation of the Reciprocity Treaty of 1854. We should regret any disturbance of the friendly relations with our neighbors of the Dominion: but this is a case in which our government owes it to our fishermen to interfere with vigor. There is no need to send ships into Canadian waters; they would be quite useless, as they could not pursue armed vessels into the ports of Canada and compel them to respect the rights of hospitality. What is needed is a decided remonstrance against the construction Canada puts upon the treaty of 1818, and then an entire exclusion of Canadian fish from our ports if the remonstrance should receive no attention. It is not necessary to lay a general embargo on Canadian commerce. Their fish is the weakest point in that commerce, and it is there we should strike.

We suppose it is useless to ask Mr. Bayard to resent any conduct on the part of the superfine gentleman who represents Great Britain in Washington. But we think our self-respect demands some notice of the language he permitted himself to use in an "interview" which was published in *The Washington Post*. He says: "Everything might have been avoided had Congress taken the advice of the Administration and appointed a Commission to inquire into the whole dispute. But it has chosen not to do so, led by Senator Frye, who really does not seem to care what he says." If this is the kind of language which modern diplomats feel free to use publicly, then diplomacy has changed its manners a good deal. It is not so long since a foreign minister would have been rapped right sharply over the knuckles, if not dismissed, for public and contemptuous criticism of the legislative department of the government to which he is accredited. But Mr. Sackville-West goes much beyond this. He intimates in unmistakable terms his conviction that a member of the highest legislative assembly of the world has shown himself a liar and a demagogue in a matter in which that assembly acted upon the judgment of that member. But it is so English, you know!

THE outbreak of Anarchist violence in Chicago has affected very seriously the labor situation. It has tended to discredit, somewhat unjustly, the strikes for higher wages and shorter hours, as having furnished the occasion for violence of this kind. It is true that the workingmen's associations have been prompt and decided in their denunciation of the murderous policy of the Anarchists. But the public remembers that some years ago the Anarchists were allowed to carry the red flag in the general parade of the workingmen, and that many acts of the strikers for the last few weeks have been in the line of the bomb-throwing which cost the Chicago policemen their lives. So at once the support of public opinion has been withdrawn from the labor movement, and the heart has been taken out of the movement itself in a great degree. The ugly acts of the Anarchists have held the mirror up to the passions which have had much too free play among the strikers.

The city police in Chicago have acted with a courage and a decision which have earned them the gratitude of the country. Without the aid of even the State militia, Chicago has shown herself able to cope with the forces of disorder, and even to suspend

for the time the right of public assembly except in the churches. Even Mr. Moody's revival meetings in one of the rinks was brought to an end by the authorities, and the revivalist has gone home to Massachusetts. The work of arresting the members of the Anarchist conspiracy, and of searching for concealed arms and explosives, goes on with vigor. Two facts have been ascertained. The first is that the conspirators, with a very few exceptions, were Poles, Bohemians, and Social Democrats from Germany. The other is that the quantity of arms and explosives procured by these people was great beyond any estimate the public had formed. It seemed as if a whole quarter of the city had been charged with dynamite. All this furnishes another comment on the wisdom of the law which forbids the importation of contract labor by selfish American capitalists. It was among these European coolies that Herr Most and his associates found their most inflammable material.

THE furniture manufacturers of New York have entered into an agreement to dismiss all their workmen, in case those of any establishment should strike. It is said that they will be prosecuted for this under the conspiracy laws. Either the law is sufficient to reach this case, or it is extremely one-sided in its bearing upon the collisions of labor and capital. Certainly these employers have "conspired to prevent" their workmen "from carrying on the business" of making furniture.

THE question of some general restriction upon immigration, which will save the country from a deluge of all the most objectionable elements of Europe and Asia, is once more under discussion. The renewal of the anti-Chinese disturbance on the Pacific coast, the colossal petition to Congress asking that a permanent prohibition be laid on Chinese immigration, and the abominable misconduct of the Anarchist element of German, Polish and Bohemian immigrants in Cleveland, Chicago and Milwaukee have emphasized the need of a more careful discrimination. The fact is that every disturbance in Europe sends us a great body of the disturbing element. The attack on the life of the Emperor of Germany sent us Social Democrats and Anarchists by the myriad. The struggle between the Teutonic and Slavonic races along the great dividing line has driven hither multitudes of the most ignorant and degraded labor of Eastern Europe. The friction involved in the transition from old to new in Italy has driven to America hundreds of thousands of ill-taught, untrained and passionate Italians. And the pressure of Chinese population on the food supply of their coast has furnished us and every other coast or island of the Pacific with coolies innumerable. In a word, we have the social problems of nearly half mankind added to those which our own circumstances have entailed upon us.

Our naturalization laws forbid the admission to citizenship of persons not "well affected to the government of the United States." Why not forbid their immigration? This rule would suffice to include Socialists, Anarchists, Mormons, and other disturbing elements. Or if we admit them, we should accompany the refusal of citizenship by exclusion from political associations and political agitation of all kinds. This, together with the enforcement of the law against the importation of labor, would furnish a feasible solution of our problem.

THE dispute over the election of four members of the Ohio Senate has been brought to a kind of conclusion. The Democrats had just as good means for carrying on the fight as the Republicans. They had the clerk, while the Republicans had the presiding officer. They had an equal number of votes. They had a report in favor of the seating of the Democrats signed by their half of the joint-committee. But they decided to withdraw from the active contest, to leave the state, and to let the Republicans try what they could make of it. Thereupon the Republicans, although two short of a quorum, seated the four contestants and declared the Senate organized. As nobody called attention to the want of a quorum, and as no evidence of the fact appears on the journals,

there is the highest parliamentary authority for the validity of this action.

As an offset to this the journal of the Senate has been stolen by the connivance of the Senator who was left by the Democrats to watch the proceedings. How this will affect the validity of the organization we fail to see.

RHODE ISLAND is somewhat puzzled to know by what legislation it is to carry out the policy of prohibition, which the people have introduced into the state constitution. Some suggest a state constabulary; but the experience of other states does not favor that experiment. It is rarely that the advocates of prohibition will accept the place of constable, and the men whose services can be procured are often found liable to corruption. *The Boston Advertiser* thinks that

"—the people of Rhode Island will be wise to expect either the falling of the whole rule into the place of a dead letter or a constantly increasing stringency in the letter of the law, and the kind of enforcement which extreme things of the kind get when they have any. Five other States—Maine, Vermont, New Hampshire, Kansas, and Iowa—have prohibition, and their experience proves this general statement. In Vermont, where the absence of large towns and other circumstances have perhaps given prohibitory legislation the best chance it could have in the country, the law has been constantly keyed higher and higher, until now it is hardly possible for any one to touch alcohol except to drink it without making himself a candidate for jail; and in that State it is only two years since special new machinery was made to help enforce the statutes. 'Special prosecutors' are now appointed to act in the courts, because of a belief that the State's attorneys neglect their duty. A part of the fine goes to the informer, who may be the officer himself; and the Rhode Island people may like to know that, under as sharp an enforcement of the law as is commonly found, the part which goes to the State fully equals what could be collected for license fees. One saloon keeper in Rutland says that in the last year he has paid over \$3000 in fines, and several other men in the place have paid as much."

THE Convention of the Episcopal Church has chosen Mr. Phillips Brooks the assistant bishop of Pennsylvania, after a sharp contest, in which the High Church party left no stone unturned for his defeat. At one point they left their candidate in a body and voted for Mr. Kinsolving, the rector of the Church of the Epiphany, in the hope of dividing the Low Church vote. If they had made this transfer to a clergyman who enjoyed the confidence of the Low Church party, it might have succeeded. But Mr. Kinsolving, although the rector of a decidedly Low Church parish, has shown since his appointment such leanings toward High Church practices and ideas as have forfeited the confidence of the Evangelical party. They felt that he was the making of a bishop quite as high as Dr. Davis would have been, and of the two they probably would have much preferred the rector of St. Peter's.

Whether Dr. Brooks would accept or decline the office was a point which was much mooted in both Boston and Philadelphia. Boston was pleased with the compliment, but hoped that its greatest preacher would stay. It even belittled the proposal by emphasizing the fact that Mr. Brooks would be only an assistant bishop in a small diocese. The diocese is the second in point of wealth and importance in the country. It is ground familiar to Dr. Brooks; and from the first he would be its real bishop, just as the young Dr. Potter is the real bishop of New York. And in the course of nature he would be the sole bishop in a very few years, to his own regret and that of all who have known Dr. Stevens. Boston offers nothing but the precarious position of a popular preacher on the crest of the wave. When Dr. Eastburn died Massachusetts passed Dr. Brooks by and chose Mr. Paddock its bishop. It is Pennsylvania which has done him the highest honor, but we regret to see that he has declined it.

MR. GLADSTONE's third speech on the Home Rule bill was by no means so remarkable in its oratorical efficiency as those on the first reading. Indeed it was notable chiefly for its omissions. It contained no offer of an understanding with Mr. Chamberlain and the Radicals. It was by no means so explicit as the manifesto to

his constituents in regard to his readiness to accept amendments which did not touch upon the main principle that Ireland for the future was to manage her own affairs. It said nothing in reply to the absurd clamor that Ulster should be detached from the rest of the island. It dealt mainly with the failure of the recalcitrant Liberals to suggest any alternatives. And to this Lord Hartington made a rather effective reply when he reminded Mr. Gladstone that he never had thought it necessary to propose an alternative scheme before driving his enemies from power.

Perhaps the most notable passage in the speech was the reference to the support with which his Home Rule proposal had been received in America. As he said, the Tories and bolting Liberals may scoff at these expressions of satisfaction with his policy, but they would have welcomed with joy any expression in their own favor. As it is they show how much they feel the force of American opinion by their efforts to depreciate it. One London newspaper describes the great meeting in New York at which such men as John Sherman and Samuel J. Tilden avowed their sympathies with Home Rule, as the work of "rebels and outlaws." *The Times* does itself the honor of denouncing Mr. Alexander Sullivan as a dynamitard and an assassin,—the English law of libel giving aliens resident outside the kingdom no redress for slander. And lastly Prof. Goldwin Smith assures the British public that, in spite of all signs to the contrary, the majority of the American people are hostile to the Home Rule proposal, and that any demonstrations to the contrary are due to a wish to conciliate the Irish vote.

THE signs of success for Mr. Gladstone's proposal are not so good as they were. There has been rather a strengthening than a weakening of the Radical opposition since Mr. Chamberlain reduced all his demands to one—the retention of the Irish members in the "imperial" Parliament. It is true that Mr. Gladstone declines to declare that the contrary proposal in his bill is to be taken as of the essence of the measure, and expresses his readiness to consider any plan by which they may be kept as a part of the Parliament at Westminster. But his speech does not go far enough to suit the Radicals, and it is said that its comparative reticence is due to the insistence of other members of the Cabinet, who do not love Mr. Chamberlain. It is still possible that the grand old man may be too much for both Mr. Chamberlain and Lord Hartington, but it is not very probable. He will be so if the support he is getting from the Liberals outside Parliament shall prove enough to frighten weak-kneed members into supporting him. The National Liberal Federation, representing all the Liberal associations of England, has held a meeting in which only 25 out of 600 delegates supported a resolution calling upon Mr. Gladstone to conciliate the recalcitrant Liberals by amending the measure, while a resolution approving the bill and expressing unabated confidence in Mr. Gladstone was adopted with great enthusiasm. The Birmingham members of the Federation have given their endorsement formally to this resolution, and have advised Mr. Chamberlain to vote for the second reading. This is the more significant as the somewhat ambiguous attitude of the Birmingham caucus at an earlier meeting was claimed as a rebuke to Mr. Gladstone. It is now evident that the Premier has his party behind him, and that if a dissolution should result from the defeat of the Home Rule bill, the bolters will be punished as the Adullamites were in 1872.

LORD TENNYSON, Matthew Arnold, Prof. Huxley, Prof. Tennyson, Herbert Spencer, and Wm. H. Lecky unite with the enemies of Home Rule. Most of these gentlemen were equally zealous in the work of helping Gov. Eyre to escape the gallows he had richly earned by his murderous tyrannies in Jamaica. Several of them were equally zealous in the defence of the slaveholders' rebellion. Mr. Arnold and Mr. Lecky are the only two whose present course is a matter of surprise. Both gentlemen have done much to strengthen the conviction that the government which exists in

Ireland is an alien rule of barbarous cruelty and stupidity, that it was an iniquity in its inception and will continue an iniquity to the end. None of the six have any genuine grasp of the political problems which Mr. Gladstone is trying to solve. Mr. Freeman and Mr. Giffen outweigh all six by the solidity of their judgment on the question.

THE Irish Presbyterians are trying to awaken the sympathy of their brethren in America against Home Rule. They seem to hope for some hostile expression from the bodies which represent the American Presbyterian Church. To this end the moderator of the Irish General Assembly telegraphs a long appeal to the Presbyterian Churches of America. It is true that there are some American Presbyterians in whom the mere fear of a Catholic Parliament in Ireland outweighs their sense of justice and their love of human liberty. But they are the minority, and among them is hardly a single leading man of the Church. Even Dr. John Hall, who is a recent comer from Ulster, and who dislikes some things in Mr. Gladstone's bill, thinks that the American Church "will let the Irish question alone, and not interest itself on either side."

A very large part of the American Presbyterian body cherish memories which do not foster any love for alien rule in Ireland. The great emigration in the first half of last century left Ulster to escape the tyranny of that rule. Another large emigration occurred at the close of last century, when Ulster Presbyterians fled by thousands to escape the penalty of their share in the uprising of the United Irishmen. At home these facts seem to be forgotten by those who remain there, but they are not so in America.

THE Burmese decline to regard themselves as a conquered people, and the English are discovering what the first Napoleon found in Spain,—that it is one thing to overthrow an incompetent government, and another to subdue a people. And just as the French denounced the Spanish insurgents as brigands, and treated them as such so long as they dare, so the English have been speaking of the Burmese insurgents as *dacoits*, and treating them to short shrift when they made them prisoners. All this is murder under pretence of law, and the insurgents have retaliated by setting on fire Mandalay and other places in the hands of the English. It becomes evident that the conquest of Burmah is going to cost the English dear. Already the need of reinforcing the army of occupation is admitted, as it has suffered some serious repulses and is unable to assume the aggressive. The insurrection is headed by princes of the reigning dynasty, one of whom is recognized as king by the insurgents.

GREECE, after threatening war in the most vigorous terms, has at last succumbed to the active opposition of the European concert, on discovering that the Great Powers would fight her rather than let her attack Turkey. M. Delyannis, the minister who is responsible for the situation, has resigned his office, and the Oriental question is postponed once more. Nobody now believes in the permanence of Turkish rule in Europe, but nobody is ready to take steps to have it ended, or to allow any one else to do so.

EIGHT HOURS OR TEN?

THE question raised by the renewed agitation for the reduction of the hours of labor from ten to eight a day, is one which cannot be dealt with off-hand. It seems plain that the change is desirable if it be practicable. But we do not think it possible to decide upon its practicability in advance of all experience, or of a more ample experience than we have had as yet. Whether we have reached the point at which eight hours of labor from the laboring population of the world is sufficient for the industrial needs of the world, we cannot tell. We should need something like omniscience to decide that. But we think that the indications point that way.

In a very great number of branches of productive industry our powers of production have increased in the last twenty years to a far greater extent than the twenty per cent. reduction now asked in the hours given to production. But again how far this increase has produced new conditions which make a fresh demand upon the time of the laborer, we cannot tell. To take a familiar parallel, the invention of the sewing-machine has not reduced the amount of time needed for the making of a lady's dress. It has merely substituted elaboration for simplicity.

There is one country to which the friends of the movement appeal with great confidence. In some if not all the Australian colonies an eight hour law has been in force for years. The law is now accepted as wise and proper by all classes. In at least one colony the anniversary of its adoption is an annual holiday. Yet Australia has advanced more rapidly in wealth during the recent decades than even America has. There has been no such decay of wages, profits and savings as the opponents of the eight hour plan foretell for us.

And these gloomy predictions remind us that the proposal to place a ten hour limit to the day's work by law in this state was met with just such predictions. It was said by the Pittsburg iron men that their business would be ruined if their workmen ceased to labor twelve or fourteen hours a day. It was said by the owners of factories throughout the state that they would have to shut up their establishments, as they could not stand the competition from other states where no such law was in force. But neither of these results followed although no New England state passed a ten hour law, and it is only this year that Massachusetts and Rhode Island have taken this step, while New Hampshire and Connecticut set no legal limit to the hours of labor. We have not fallen behind in the race because of the law which was to ruin us.

There is force, however, in the objection that this eight hour demand should have been the outcome of an international movement. Our producers may be seriously embarrassed by the competition of countries whose laborers work for longer hours and therefore for lower remuneration. But if this is found to be true, the remedy will be found in laying further restrictions upon the competition of such countries with ourselves. This remedy is in the hands of the American workmen. It is their business to demand that while the duties of the Tariff shall stand as the law specifies for countries which have and enforce an eight hour law, they shall be twenty per cent. higher for those which do not.

There is no argumentative force in the objection that "the workingman is asking for ten hours' pay for eight hours' work." The day's wages is not fixed with reference to the number of hours for which the wage-earner works. Both the hours and the wages are fixed by a general consideration of what is fair to the workman. The present status has been reached as the outcome of a good deal of struggle on both sides. What the workingman has obtained has been determined largely by the public opinion of the community, which fixes the standard by which the American workman must live. The workman makes his appeal to both public opinion and the power of association in asking that the hours of labor shall be reduced. If he succeed this will effect no reduction of wages, for the standard of his living will not be lowered. He will be paid at the old rate for the new tale of hours. His employer, it is said, cannot afford this. If his employer were bound by law to sell his goods at a specified price, he probably could not. But prices are as adjustable as wages. The workman's labor being a greater element of cost than before, will be added to the price, where the profits are not excessive.

A general rise in prices is not a calamity. A general fall of prices, much as we have had for the last thirteen years almost without interruption, is much more calamitous. That this fall has been caused by a general over-production though the improvements in the methods of manufacture seems almost capable of demonstration. In proposing to work eight hours a day instead of ten, the workingmen propose to produce more commodities than they did ten years ago.

It is no answer to the demand to say that other classes work more than eight hours a day. It is quite true; but ought they to do so? Mr. Herbert Spencer told us that we generally work much too hard, and that the gospel of relaxation is one which we need to take to heart. Was he not right? Most of us work much too hard and for too many hours. We are burning the candle at both ends all the time. The American of a century ago was a leisurely mortal. He took his time, and seldom was hurried. He gave more time to the affairs of the community, and less to the work of accumulating wealth. He had leisure for that eternal vigilance which he was fond of describing as "the price of liberty." On the whole he was a happier man, if not so rich a man as his descendant. His chances of dying of heart disease, apoplexy, or nervous prostration, or of ending his days in a madhouse, were distinctly less. Perhaps the demand for less exhaustive labor on the part of the workmen may help others to sober reflection on this question of over-work.

THE REVIVAL OF CALHOUNISM.

IN December, 1849, nearly at the close of his career, Henry Clay wrote from Washington to General Leslie Combs, of Kentucky, urging him to get up public meetings and to awaken the Union men of the South. "The feeling for Disunion among some of the intemperate Southern politicians," he said, "is stronger than I supposed it could be. But," he added, "the masses of the people, even at the South, are I believe yet sound, though they may become inflamed and perverted."

Such a letter as this helps us, if any help be needed, to perceive the seriousness of the problem which is brought out so strongly by the recent Davis incidents at the South. Simply stated, the question is this: Shall the Southern people, many of whom resisted the doctrines which led up to Secession and War, now embrace and consecrate these, because unhappily the blood of Southern men was shed in the civil conflict?

For the logic of what Davis said, and of the applause bestowed upon him, amounts to that. Consciously or unconsciously, the plain purport of the performances at Montgomery and Atlanta is to renew the presentation of the ideas of Calhoun, and to fasten them upon the attention of the South, not by the old arguments and appeals which he and his school employed, but by the persuasives of a new and powerful sentiment. The sympathy which Southern people feel for their fallen kindred is to be used to create the idea, to be passed down from father to son, that the war begun at Sumter was justly and wisely brought about, and that the same political ideas that underlay its undertaking continue to be of vital importance.

How false and mischievous all this is, and how serious a matter it becomes for the Southern people, may be seen in the light of two historical facts. It is to be hoped that these, in their full significance, will be considered by Southern men. In the first place, the doctrines of Calhoun were resisted and held in check up to 1861 by the South itself. To the very verge of the Secession assault, even men like Stephens, who themselves were soon after swept into it, combated Toombs, and Yancey, and Rhett. The arguments of the Union men of the South, their belief in the inviolability of the Federal compact, their fidelity to the national interests, were contributory in a large degree to the general unity of feeling by which during all the trials of the country, down to 1861, the Republic was maintained.

It the second place, the fatal weakness of the Southern Union men came from their relations to Slavery. Except for it they would have held their ground. The ever increasing demand to support and fortify its interests appealed to the Southern mind with fatal effect. The logic by which Slavery's supporters preferred the severance of the Slave States from the Free was unanswerable by those opponents of Secession who were pro-slavery men, and as the years went by the doctrines of Calhoun rose into control leaning upon the arm of the Slave Power.

But Slavery is destroyed. No one, surely, makes any denial

of this. Even Davis did not intimate such a doubt, and it follows, therefore, that the South itself, returning to the ground held by leaders like Clay, and Crittenden, and Bell, and Stephens, may fitly resume the position which so long they courageously held. From that standpoint the Southern people, their patriotism no longer insidiously undermined and basely betrayed by the influences of Slavery, are enabled to establish anew those pillars of the Union which their fathers built up and sought to maintain, but which the fanaticism of 1861 dashed into ruin.

Historically, then, and logically, the demand of the Calhoun dogma upon the South is void. It never had an equitable claim; and it never would have triumphed, even in the States that formed the "Confederacy," except through its alliance with Slavery. The attempt, then, to revive it, to make it a legacy of sectional evil, to hand it down from generation to generation as precious, is unjustified by a single honorable consideration, but is condemned by every one. That Southern people should refuse to think ill of those who wore the gray uniform is one thing, but that they should come to see and comprehend, and therefore to repudiate, the abominable political doctrines by which the great conflict was caused is another and totally different one.

NATURE IN EVERY-DAY ASPECT.¹

IT was of White's "Natural History of Selborne," a book well-known and highly appreciated by Mr. Burroughs himself, that Lowell says: "I used to read it without knowing the secret of the pleasure I found in it, but as I grew older I began to detect some of the simple expedients of this natural magic. Open the book where you will it takes you out of doors. . . . One can walk with this genially garrulous Fellow of Oriel and find refreshment instead of fatigue. You have no trouble in keeping abreast of him as he ambles along on his hobby-horse, now pointing to a pretty view, now stopping to watch the motions of a bird or an insect. . . . The book has also the delightfulness of absolute leisure. Mr. White seems never to have had any harder work to do than to study the habits of his feathered fellow-townsfolk, or to watch the ripening of peaches on a wall." And a little further on he adds this very instructive comment: "There are moods in which this kind of history is infinitely refreshing. . . . It is good for us now and then to converse with a world where man is the least important of animals."

This account of the English hermit's nature-study is singularly applicable in almost every point to Mr. Burroughs's book, and Lowell's hint as to the limitations of the uses of such study is right to the point. For Mr. Burroughs is somewhat lacking in balance in the extremity of his one-sided devotion. The main difference between Lowell's opinion and Mr. Burroughs's appears to be that the latter would extend the recommendation to hold converse with nature so as to include all times and moods. He wishes to enter into her privacy, draw a curtain between him and mechanical civilization, live in closest acquaintance with every creature of her fold and every aspect of her slightest object. His observation is photographic in its literal accuracy, though it has no tedious minuteness of detail to report, and it is purely objective. He can describe for us so vividly that we can follow him where our own blundering eyesight never would have taken us, and can enjoy and sympathize with him in his feeling of actual personal friendship for all these vivified minutiae. But we cannot but feel the narrow range of this process. Nature is not merely an aggregate of items. The chit-chat which she talks to Mr. Burroughs is varied by a very different language which she speaks to those who seek her in a larger way. Lowell also knows when the blue-jays nest and what fruits the robin likes, but more than this he knows nature by her reflection in his consciousness when he tastes her humor in a driving snow-storm, or in the "delicious sense of disenchantment from the actual which the deepening twilight brings." How different also the deep reverence and awe of the unseen in the seen with which Bryant regarded her. And Emerson far more than any found her the very suggestion and voice of the eternal; but he always accepted her as a whole, and refused to analyze her. "When we speak of nature in this manner," he says, "we mean the integrity of impression made by manifold natural objects. It is this which distinguishes the stick of timber of the wood-cutter from the tree of the poet. . . . There is a property in the horizon which no man has but he whose eye can integrate all the parts; that is, the poet." And it is, we think, this refusal to consider nature as a concrete fact which is the key to the marvelous power Emerson

possessed of striking the most delicate characteristics of the thought which her facts produced in the mind in a few luminous words. He knew nature as she affected the beholder, and the intuition by which he divined the magical words to express his thought was in itself genius. Not that we mean by all this to express any disapprobation of Mr. Burroughs's keen-sighted particularity of observation, but this characteristic of his writing is thrown most strikingly into relief when compared with Emerson's master-strokes of delineation, and it seems like a needed corrective of his confined outlook to turn to an observer with a larger range of vision.

But apart from this objection that Mr. Burroughs is not other than he is, it is hard indeed to find any fault with his delightful chronicles of nature. To one who can yield to his charm, and follow in fancy the sharp eyes of his guide, he will open a succession of charming rural nooks to his view, each animated with the life of its living denizens, and infused with the spirit of its out-door atmosphere. A soft, quiet, sunny spring day, with just a touch of languor, seems suggested by his mood, and one cannot but think that this is the aspect of nature he most loves. He has, however, a true sympathy for her other tempers, and some of his descriptions of gloomier weather show a most just perception of the exquisite beauty of her less glaring loveliness. How true and sympathetic is every stroke of this description of the approach of a snow-storm. "The sky reddened in the east, then became gray, heavy, and silent. A seamless cloud covered it. The smoke from the chimneys went up with a barely perceptible slant towards the north. In the forenoon the cedar-birds, purple-finches, yellow-birds, nut-hatches, bluebirds, were in flocks, or in couples and trios about the trees, more or less noisy and loquacious. About noon a thin white veil began to blur the distant southern mountains. It was like a white dream slowly descending upon them. The first flake or flakelet that reached me was a mere white speck that came idly circling and eddying to the ground. I could not see it after it alighted. It might have been a scale from the feather of some passing bird, or a larger mote in the air that the stillness was allowing to settle. Yet it was the altogether inaudible and infinitesimal trumpeter that announced the coming storm. . . .

Presently another fell and another; the white mist was creeping up the river valley. How slowly and loiteringly it came, and how microscopic it first siftings." But the stern and ice-bound depth of winter one cannot but think is somewhat foreign to Mr. Burroughs's real nature. What room is there for confidential acquaintance with a dazzling waste of snow and ice? At such times he thinks tenderly of his poor furred and feathered acquaintance, and wonders how they are withstanding the rigor of the elements. One of the most touching, interesting and sometimes amusing parts of the book is his curious prying into this subject. He watches all their devices for hiding nuts and other provender, and knows all their makeshifts when extreme winters force them to extremities. The following senseless little trick which he records of the jay seems strangely unlike the usual wisdom of instinct's promptings. "I have several times seen jays carry off chestnuts and hide them here and there upon the ground. They put only one in a place, and covered it up with grass or leaves. When the snow comes these nuts are lost to him, even if he remembered the hundreds of places where he had dropped them." But we would like to query here if it may not be possible the bird did nevertheless find them. We certainly hope so.

Somewhat akin to Mr. Burroughs's want of entire sympathy with winter is his admitted inability to really love the sea. "What can a lover of fields and woods make of it?" he says. "None of the charms or solacements of birds and flowers here, or of rural sights and sounds; no repose, no plaintiveness, no dumb companionship; but a spirit threatening, hungering, remorseless, decoying, fascinating, serpentine, rebelling and forever rebelling against the fiat, 'Thus far shalt thou come and no further.'" Even the grandeur of the Hudson seems to him to be in a measure forbidding,—"one might spend a lifetime upon its banks without finding any sense of ownership in it, or becoming at all intimate with it: it keeps one at arm's length." And he constantly turns from these larger views to renew yet more intimately his fellowship with birds and squirrels and bees, and to make as his own their homes and workshops and play-grounds. We wish we had the room to quote more of his exquisitely sympathetic reports of these interviews, but we could not stop short of quoting the whole book. Any one who has ever seen the country and woods, can, under the gentle stimulus of this book, call back enough reminiscences to feel some of his own feeling of delight in such scenes, even though before the love of nature may have been a blank in his soul. He must be very far removed indeed from all sympathy with mother earth who can read this book without lingering over it, and turning back fondly to taste the sense of his own memories made valuable by contact with Mr. Burroughs's gentle enthusiasm.

As might be expected from an enthusiast of his type Mr. Burroughs would like all men to forsake cities, trade and manufac-

¹SIGNS AND SEASONS. By John Burroughs. 16mo. Pp. 289. Boston and New York: Houghton, Mifflin & Co.

tures, fly back to the healthy, natural life of the country, and be true children of nature. "The city rapidly uses men up; families run out, man becomes sophisticated and feeble. . . A nation always begins to rot first in its great cities, and is saved only by the anti-septic virtues of fresh supplies of country blood." "The best and most hopeful feature in any people is undoubtedly the instinct that leads them to the country and to take root there, and not that which sends them flocking to the town and its distractions." To such talk as this we always like to oppose the dictum of a true lover of nature, who has kept his balance true by loving man even more. "We look upon a great deal of the modern sentimentalism about nature," says Lowell, "as a mark of disease. . . . To a man of wholesome constitution the wilderness is well enough for a mood or a vacation, but not for a habit of life. . . . The divine life of nature is more wonderful, more various, more sublime in man than in any other of her works, and the wisdom that is gained by commerce with men, as Montaigne and Shakespeare gained it, or with one's own soul among men, as Dante, is the most delightful as it is the most precious of all. In outward nature it is still man that interests us, and we care far less for the things seen than the way in which poetic eyes see them and the reflections they cast there."

THE TRYST OF SPRING.

STERN Winter sought the hand of Spring,
And, tempered to her milder mood,
Died leafless on the budding breast
He fondly wooed.

She weeps for him her April tears,
But, from the shadows wandering soon,
Dreams of a warmer love to come
With lordly June.

He scatters roses at her feet,
And sunshine o'er her queenly brow,
And through the listening silence breathes
A bridal vow.

She answers not; but, like a mist
O'er-brimmed and tremulous with light,
In sudden tears she vanishes
Before his sight.

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REVIEWS.

RECENT FICTION.

A DESPERATE CHANCE. By J. D. Jerrold Kelley, U. S. N. New York: Charles Scribner's Sons.

THE WRECKERS. A Social study. By Geo. Thos. Dowling. Philadelphia: J. B. Lippincott Company.

BY FIRE AND SWORD. A STORY OF THE HUGUENOTS. By Thomas Archer. New York: Cassell & Co.

NO. XIII.; OR, THE STORY OF THE LOST VESTAL. By Emma Marshall. New York: Cassell & Co.

WHEN the last new novels seem more than usually stale, flat and unprofitable the honest critic is compelled to question his conscience sternly as to whether his languid interest in them is the fault of the books, or results from his own narrowing imaginative faculties and capacity for enjoyment. He can recall a not far distant epoch when novels, like Macbeth, murdered sleep. When it was a joy to sit up all night to read them; when on every page were found wit, humor, pathos, and one laughed and cried and cried and laughed, existed only to finish the volume, and after laying it down renewed it in memory and lived under its spell for days afterwards. Although there is no accounting for tastes the four books on our list hardly seem to us of the sort which could bring the glory and the sweetness of a dream to the most fervid youthful reader, or rob even the most weak-minded of his needed repose. They are sensational novels, at least they were intended to be sensational, but the jumble of incidents instead of awakening interest exasperates the patience. There is no pretence of an effort at literary art in the first two, scarcely a glimmering of any conception that such a thing as literary art exists; while the last two are purely conventional, made up of the fag ends of worn-out historical romance.

"A Desperate Chance" is the ill-chosen title of a singular production with scarcely enough logical sequence to be called a story. The scene opens in Toulon with an account of a prisoner who takes his life in the hospital, then shifts to Paris where someone else commits suicide by jumping into the Seine. Both these tragical occurrences are purely gratuitous so far as the reader's sympathy is concerned. He is not unwilling that each of the

characters should come to a speedy and untimely end, and a certain relief is experienced when they all put to sea together in a doomed ship which encounters a cyclone and is stranded off Cape Hatteras. The actual meaning of the story seems never to be brought clearly to view, and the reader is left to his own surmises as to what is actually going on. The effect of the book is not unlike that of a dramatic performance indistinctly seen and heard; the spectator ponders the reason of somebody's taking poison, and wonders vaguely about the identity of a mysterious female perpetually turning up under various disguises in a state of mind bordering on frenzy. Nobody seems to act or speak coherently or naturally. Some force is displayed in the account of the hurricane and shipwreck, and this suggests the query why naval officers should not write sea stories instead of attempting to depict a varied life on shore. All sailors are excessively jealous of any invasion of their watery domain by land-lubbers; they find food for inextinguishable laughter in any mis-application of nautical phrases. For a landsman to think that "sheets" means sails, and not to recognize "top-sail halyards" by instinct is to write himself down an ass. It is best for both sailors and landsmen to keep to their own element, for here is an account given by a naval-officer of a successful operator in stocks. "He then plunged into the whirlpool of Wall Street and . . . with his taste for analysis, he became a sufficiently shrewd judge of the agents producing those effects which the mob accepted as causes, to have reasoned himself logically into a comfortable fortune."

"Whatever defects there may be in my book," writes the author of "The Wreckers" in his preface, "I can conscientiously say, as did grim old Thomas Carlyle under similar circumstances, 'It may be poor enough stuff, but it wast the best there was in me.'" This comparison seems a trifle ambitious, for without doubt there is a deep gulf fixed between Mr. Dowling's production and any work whatsoever of Thomas Carlyle. Still a man can only do his best: we can, in conscience ask no miracles, and demand from thistles grapes, and the author of this book declares that the recreation of writing it has been to him "an unspeakable blessing."

He calls his work "a social study," and together with a fantastically worked-out plot about a lost child, there is some discussion of the vexed "labor-question." A good capitalist who holds all his possessions for the benefit of his employés is rewarded, and a grasping and mercenary capitalist comes to grief. But the problems involved are only touched upon, and the author is more interested in the enjoyment of his own guileless fun and pathos, than in making exhaustive researches in social science. What he aims to do, he declares, quoting from a contemporary, is to "let natur' caper," and these antics being a source of unadulterated joy to himself need hardly be a cause of wrath or even a subject for comment with lookers-on.

Nothing can well be more out of fashion than the historical novel which accords neither with the scientific historical methods of the day nor with popular ideas concerning the limits of fiction. Yet at the same time the public is apt to accord a warm welcome to any romance which actually produces the life and color of a vanished time. Neither of the two historical novels before us shows any special capacity in the author for seizing the distinctive spirit or features of the spirit they treat of, and linking with it a drama of actual human life and character. The men and women who go through their parts in "Fire and Sword" are not properly speaking men and women at all, but stock personages familiar to every reader of romance, each uttering typical sentiments in high-sounding phrases. The date of the story is 1774, when the rich Huguenots of Nimes suffered persecutions which they had escaped from in a great measure through the stormier part of the Protestant struggle in France. The period is not especially rich in incident, nor is it treated here in a way to throw fresh light upon its traditions.

Miss Marshall's "Story of the Lost Vestal" develops a pretty fancy out of the fact that a statue has been recently brought to light in the House of the Vestals in Rome, from which the name has been erased. A studious effort is shown in the romance to describe the working of the leaven of Christianity into Paganism at the moment when those of the old faith were putting forth their strength to crush the new belief. There is some ingenuity in this adaptation of "The History of Rome" to delicate feminine requisiteness, but the effort is a little too ambitious, since it would require a great master to give a vivid exposition of the life which went on at a period which is unexampled in all history for magnificence and resource.

REASON AND REVELATION HAND IN HAND. By Thomas Martin McWhinney, D. D., Author of "Heavenly Recognition." Pp. xi. and 594. New York: Fords, Howard and Hulbert.

This book is not one of the multitude produced to reconcile Christian theology with "the results of modern scientific research." Its author aims at a higher flight. He undertakes to give a ra-

tionale of the Christian religion, while exercising the rights of a reasonable being in passing judgment upon the theories which have been current with regard to the real substance of Christianity. He accepts the Bible as a revelation from God, while asserting that "reason is divinely commissioned to discriminate and eliminate, until the voice of the great Father is unmistakably heard." He therefore claims for Christianity a unique position in the number of the world's faiths, as the only faith which makes holiness of life its ideal, and presents the realization of that ideal as the revealed object of worship. He emphasizes the unique character of the Bible among the religious text-books of the world, as a book of history, of biographies, of laws positive and negative for the direction of human life. He emphasizes Christian theism, in opposition to agnosticism and deism, as the only solution of the mystery of the universe which accords with right reason and human experience. Without rejecting as a possible but still unproven hypothesis the evolutionary theory of man's origin as an animal among the animals, he insists on the insufficiency of every such hypothesis to explain that spiritual nature, that sense of freedom and of responsibility, and that craving for God, which are the most characteristic things in man. At the same time he has no use for the orthodox teaching as to the fall of man, and denies that the Mosaic record represents our moral condition as the outcome of anything Adam did in Eden. He recognizes the universality of sin as transgression of the moral law, but as universal in fact only, not by any law. His chapters in demonology are those in which he evidently expects most of contradiction. He believes in no personal devil, but in a satan who is the shadow of the dark side of the human conscience. He is a principle of evil implanted in man's nature because "the germinal faculties of our spiritual and moral nature can be evoked in the highest type of manhood only by coming into contact with evil environment." Without this principle of darkness, resistance and collision, there could not be that spiritual conflict which is needed to bring our best energies to their highest perfection.

Dr. McWhinney presses this view in opposition to what he calls the popular view of Satan. We object to this designation. Satan has vanished out of the popular theology. It is only broad churchmen like Thomas Arnold, Charles Kingsley and Frederick Maurice who still ascribe any practical importance to the existence of a spiritual enemy of mankind. The belief lost ground as early as the Puritan times, as may be seen from the treatment it got at the hands of the Westminster Assembly. It is a mere bit of rhetorical patchwork on modern preaching and teaching.

The last section is devoted to Christology, and is a curious mixture of fresh and vigorous statement with antiquated fallacy. Especially the Paleyan notion of the place occupied by miracles among the evidences of Christianity calls for this censure. Dr. McWhinney has a rooted dislike for creeds and confessions. He avoids their terminology and that of scientific theology to an extent which makes hard for us to grasp his estimate of Christ's person and work. He holds to his preexistence, calls him "the Son of God," invests him with supernatural power, and speaks of him as lifted above all the other great men of history "as a divinity who makes his own circumstances." But at the end of it all we are left uncertain. There is no such uncertainty as to his view of the Atonement. He rejects with emphasis the view that Christ died to reconcile God to men, or to bear the punishment of men's sins, and confines his work to reconciling men to God.

The book strikes us as a queer mixture. There is much in it which is bold, suggestive and worthy of thought. There also is much which is unworthy of an enlightened and progressive theologian who has tried to acquaint himself with the best thinking on these great themes. The author reminds us of one of Milton's half-created animals, that has only half emerged out of the mother earth.

LAND, LABOR AND LAW. A Search for the Missing Wealth of the Poor Man. By W. A. Phillips. 12mo. Pp. 468. New York: Chas. Scribner's Sons. 1886.

Mr. Phillips in his central doctrine is a follower of Henry George and his school, but he does not join that body of economists in tracing to private ownership of land all disorders which afflict the state and the framework of society, all the evil tendencies in the individuals who compose society,—all, in short, that prevents the world at present from being the Garden of Eden, revised and improved up to the year 1886. But he does consider the individual ownership of land as the most important item of the indictment which he brings against the past and present governments of the world, and as the most promising place for legislative interference to commence. With this view he has gone to work to form a historical justification for his programme by exhibiting the almost universality in past ages of forms of land tenure which either denied private ownership altogether, or hedged it about with restrictions in the matter of inheritance, division, etc. This

was an easy task. The work had been thoroughly performed long before, and Mr. Phillips had only to engrave upon the facts which the laborious researches of other historians had collected, the spirit proper to his creed. He begins with Ancient Egypt, and gives a summary of the different systems prevalent under the more important nations since, bringing the account down to the present year of grace. Of course if Mr. Phillips had wished to cover all this ground in a course of close original investigations no one man's life would have afforded the time, and probably had he possessed both the wish and the time he would have found he lacked the ability. His solution of the problem is a very bald compilation, and to do him justice he professes to give no more. His narrative is taken in large blocks from Maine, Hallam, Thorold Rogers, Jevons, and others for modern and mediæval times, and principally from Rawlinson, Rollins, Grote, von Ranke and Heren for the nations of antiquity. But even borrowing on this scale demands considerable mastery of the subject, and if the mistakes which we have found in the portions with which we are somewhat acquainted constitute any criterion for estimating the remainder of the work, the compiler is manifestly lacking in such mastery. The volume is likewise lacking in that sense of proportion which would flow from a more intimate knowledge of the subject, and its literary style suffers from the intrusion of uncalled-for argumentative matter, or contrariwise, perhaps we should say its polemical value is obscured by an undue amount of historical dissertation.

But it neither claims nor deserves criticism on a high ground; probably its greatest fault is that it is too well suited for the purpose for which it was intended. It is not a dignified historical work of original research; it is not a thorough and acute *résumé* of other men's work; nor is it an ingenious and subtle inquiry into sociological or politico-economical problems. It is an attempt to present what intelligent men, who have never looked much into the foundations of the matter, may accept as a true basis for the agitation which the writer wishes to help forward, and at the same time to conceal the rights of the other side, and the difficulties and dangers which lie in the way of any realization of his proposed ends. There is ground for much that he says, and for much of what he implies by the tone of his deliveries. Many of the most eminent modern economists whose sympathies would naturally be rather on the other side have admitted the justice of the claims for relief from those on whom the present system bears heavily. But the tone of this book we consider identical with the tone of much of the recent utterance of the labor leaders of the more demagogical sort, and which has been a weight on the labor cause of no small moment. It practically assumes that all of those now in possession are in a tacit conspiracy against those who are not, and that they could, by simply ceasing to strive for the present iniquitous system, right things instantly. Mr. Phillips seems never to have approached the problem near enough to have a genuine sense of its difficulties, and his barren and somewhat naïve suggestions, or rather demands, that certain laws should be passed and divers others repealed help on the cause not at all. It must have been apparent to the most casual observer of the recent difficulties that much of the genuine strength developed by the combinations of workingmen and by the hold they secured on public sympathy was wasted and perverted by such wrong-headedness. These demands for results from persons who have no clear conception of the means necessary we believe to flow largely from the spirit exemplified by this book. The autocracy of the conditioning factors needs to be more fully recognized by such reformers. We must start from the present status to reform, and not from long past or purely hypothetical standpoints. And we think the necessary recognition of this primary fact is not furthered by books or utterances which tend to draw attention only to the wide divergence between that which should be and that which is.

A. J. F.

FROM ACCADIA TO MACHPELAH; OR, THE HOMES AND JOURNEYING OF ABRAHAM. By the Rev. James Marshall Thompson. Philadelphia: Presbyterian Board of Publication.

In a brief introduction, Rev. Howard Crosby, of New York, warmly commends this work, and says it is intended to bring the results of modern research before the Bible reader. The Religious Tract Society of London has for some time past been engaged in a similar work, and by entrusting the composition of these little hand-books to competent scholars has succeeded in producing an excellent series. Our author's plan has been somewhat different, for he not only draws the background, but he also brings out the picture of Abraham in bold relief. Arabian and Hebrew legends are drawn upon to enhance the character of Abraham, and the idolatry and superstition of his neighbors in Ur of the Chaldees causes his more spiritual belief to stand forth brightly. Unfortunately Mr. Thompson did not use all the materials which were at his command. The book looks as though its greater part had been

in manuscript for ten years at least,—a serious charge for anything which deals with Assyriology. Thus misstatements and omissions are quite numerous. When our author speaks of Nimrod he makes no mention of Delitzsch's Kosseans, or of the interesting fact that George Smith and other Assyriologists identified the Babylonian hero Izdubar with Nimrod, and made him a solar hero. Then again the name of the first Babylonian king was probably Urgur, not Uruk. The translations are all antiquated. That of the Sumerian family laws is devoid of any sense, and a number of much better translations might have been had. The beautiful Penitential Psalms, of which a translation appeared only six months ago, are murdered in a translation thirteen years old. No Assyrian god Nurku ever existed, nor is there an Akkadian Garden of Eden story. Of course there is much that is valuable and true in the book, but on the other hand this is but a sample of the mistakes. The publication of such a book by the Presbyterian Board of Publication is almost incomprehensible. The Presbyterian church of this country contains more trained Assyriologists than any other American church, and it was certainly not wise to ignore them in the projecting of such a series. At least a half dozen men, all Presbyterians, could be named off-hand who would have made a very much better book.

C. A.

AUTHORS AND PUBLISHERS.

THE prices obtained at the recent book-trade sale in New York were fair all around and good lines found ready purchasers.—Thomas Whittaker will speedily issue a fifty-cent edition of Frederick Saunders' "Pastime Papers."—Two new books by Prof. E. A. Freeman are in the press, viz:—"The Methods of Historical Study," and "Greater Greece and Greater Britain." Macmillan & Co. are the publishers.

Mr. Craige Lippincott, Mr. Kimball, of the publishing department, and Mr. Bacon, of the stationery department, are all now in Europe in the interests of the J. B. Lippincott Co.—The firm of B. G. Trübner, of Leipzig, celebrated its 75th anniversary on the 21st of February.—The correspondence of the late Benjamin Hayward will be published in June. The volumes will be very entertaining, as the letters in them deal with literary, social, and political topics during a long term of years.

M. Armand Hayem has written a curious little volume entitled "Le Don Juanisme." According to Stendhal the same "Don Juan" was taken by Molière from the Spanish monk and playwright Gabriel Tellez. Mozart followed suit, then Byron, then Musset.—George P. Coombes, N. Y., will issue shortly the second volume of William Winter's dramatic series, to be entitled "The Stage Life of Mary Anderson," being a biography of Miss Anderson, supplemented by Mr. Winter's critical papers on the various impersonations of the actress.—Cassell & Co. have just ready the second volume of Messrs. Matthews & Hutton's series of "Actors and Actresses of Great Britain and the United States." The principal artists written up in this volume are Cooke, Siddons, the Kembles, Munden, Elliston, Liston, Cooper, Young and Miss O'Neill.

Prof. Fritz Hommel of Munich discussed the relation of Sumerian to the Turko-Mongolian family of speech at the last meeting of the Royal Asiatic Society.

Prof. Socin and Prof. Bâle have re-examined the text of King Mesha's inscription at the Louvre, and have made some important discoveries.

Mrs. Oliphant has undertaken to write a biography of the late Principal Tulloch, and hopes to have it ready for publication by Messrs. Blackwood in January next.—An English edition of Mrs. Sara C. Bull's engaging memoir of Ole Bull will soon be published in London by Mr. Unwin.—Mr. Philip Robinson is engaged on a work called "The Poet's Natural History," which Chatto & Windus will publish.—"The Romance of Mathematics" is the title of a little volume which Mr. Elliot Stock, London, has just ready. It is founded upon papers and a diary said to have been found in the desk of a late teacher at Girton College. The learned writer, after illustrating various social problems by mathematical science, surrenders her academical position for a domestic one.—The English Shelley Society has well in hand a "Concordance to the poetry of Shelley."

A German edition of "Rudder Grange" is about to appear at Stuttgart, under the title "Ruder Heim." Mr. Stockton will be paid a small royalty.—Robert Carter & Bros. announce in press, "Storm Signals," being a collection of sermons preached by Mr. Spurgeon at his London Tabernacle.—The French Government has decided to bear the cost of printing the Syriac dictionary of Bar Bahlul, prepared according to well known manuscript by M. R. Duval, Paris.—Sir Henry Thompson's contribution to the science of longevity is just ready. It will be issued by Kegan

Paul & Co. under the title "Diet in relation to Age and Activity."—W. S. Gottsberger has about ready "The King's Treasure House," a romance of Ancient Egypt by Wilhelm Walloth, translated from the German by Mary J. Safford.

The most interesting romance in the near future, says the *Athenaeum*, is Mr. Laurence Oliphant's new three-volume story, "Masolam,—a Problem of the Period."—"A Handy Guide to Norway" by Thomas B. Wilson, M. A., is just ready in London. It is the most exhaustive book of the kind concerning Norway that has yet been prepared.—T. Y. Crowell & Co., New York, have in press a new edition of Tolstoi's "My Religion." The sales of this book and of the same author's "Anna Karénina" have been so large that Crowell & Co. have begun the preparation of still another of Tolstoi's works.—The title of Mr. Clew's reminiscences, to be published July 1st, is "Twenty-Eight Years' Experience in Wall Street?" It will include portraits of Eminent "operators."—Martin Farquhar Tupper's "My Life as an Author" is in the press of Sampson Low & Co.

Messrs. Robert Clarke & Co., Cincinnati, issue a catalogue of books and pamphlets on the Rebellion, and also of some Confederate publications. It makes about 800 titles, and is taken from their "Americana Catalogue" for 1886, which will be ready for issue next month.

A series of pamphlets, 1 to 4 inclusive, in "Ward's Letter Writing," giving business forms of all sorts, is just issued by A. S. Barnes & Co., New York. They include forms for letters, bills, receipts, accounts, notes, drafts, business correspondence, etc., and appear extremely practical and easy of comprehension.

The two latest issues in Cassell & Co.'s National Library series are Scott's "Lady of the Lake," complete, and Luther's "Table Talk." Following these is Bacon's "Wisdom of the Ancients."

Lord Rosebery has endowed a lectureship of the Philosophy of Natural History in the University of Edinburgh. It has been offered to and accepted by Mr. G. J. Romanes, well known as an author of scientific works.

The question whether a publisher often gets a story really worthy of publication in the ordinary round of manuscript offering from unknown authors is brought up by Messrs. Cassell & Co., and the answer suggested that they appeal confidently to the merits of three novels by new writers, which they are about to issue. One of these, "As Common Mortals," will be published anonymously, the author preferring to remain unknown. The scene is laid in Brooklyn. Another, "The Magic of a Voice," is by an American lady, Margaret Russell Macfarlane. The scene is laid in Germany, and it is so thoroughly suffused with the atmosphere of that country that it was at first supposed to be a translation, but inquiry proved it to be original. The other, "Who Was Guilty?" is a tale of love, murder, detectives and morphine, by a physician, Dr. Philip Woolf.

Senator Joseph E. Brown, of Georgia, is engaged on a book which should prove valuable,—devoted to showing the material and social progress of the Southern States since the war.—There is a decided revival of interest in books from the Russian. Still another announcement is a poem in the press of Ticknor & Co. bearing the English title "Red-nosed Frost," and which will have the English and Russian version of the text on opposite pages.—Mrs. Homer Martin, wife of the well-known artist, has written a novel called "Whom God has Joined Together," which Henry Holt & Co. will publish.—Edwin Arnold's "India Revisited" will be reprinted by the J. B. Lippincott Co.

Swan Sonnenschein & Co. have in press a work on the subject of ground rent and building leases.—"The Wind of Destiny" is the title of Prof. Arthur S. Hardy's new novel, to be published by Houghton, Mifflin & Co.—Dodd, Mead & Co. have bought from Messrs. Harper the plates of Mr. E. P. Roe's "Nature's Serial Story," with Mr. Gibson's illustrations.—The original sketch of "Alice in Wonderland," called "Alice's Adventures Underground," is to be published by Messrs. Macmillan in *facsimile*, with illustrations by Mr. Carroll.

Houghton, Mifflin & Co. will shortly publish in the Riverside Classic Series the story of "The Cruise of the Alabama," the three papers from *The Century*, with other matters bearing on the subject.—E. P. Dutton & Co. have in press "The History of Interpretation" (being the Bampton lecture for 1885) by Archdeacon Farrar.—The first of a new series of papers by Philip Gilbert Hamerton will appear in the July *Atlantic*. Their subject is the contrast between French and English life.

"Good Queen Anne, or, Men and Manners, Life and Letters in England's Augustine Age" is the title of a work by W. H. Davenport Adams, dealing with the drama, art, music and literature of the times of Queen Anne, which Messrs. Remington & Co. will shortly publish.—The three next issues in Cassell's Library

Edition of novels will be "As Common Mortals," a Brooklyn story, anonymous, "The Magic of a Voice," by Margaret Macfarlane, a tale of Germany, and "Who was Guilty?" by Dr. Philip Woolf.

The Presbyterian Board of Publication announce that, through the liberality of the executors of the estate of the late Rev. Dr. James W. Dale, the plates of his valuable contribution to the literature of baptism have become their property, and that they are now enabled to furnish this valuable work at the remarkably low price of \$5 for the set. The former price was \$16.

ART.

THE SIXTY-FIRST EXHIBITION AT THE NATIONAL ACADEMY OF DESIGN.

THREE are two kinds of exhibitions; or rather all exhibitions,—whether of the fine arts, the drama, of music, or what not does not matter—are dominated by and managed in the interest of one or other of two distinct purposes. No doubt these two purposes get badly mixed sometimes in the minds of many very good friends of the arts, and both are factors in most of the efforts for their promotion with which the public mind is familiar; but they do not really combine any more than the oil with which the Italians fill the necks of their wine flasks combines with the more genial fluid in whose service it is used. When I say there are two ways of managing an exhibition, however, I do not mean to speak disrespectfully of either one; and indeed it seems sometimes as if it were a pretty difficult matter to decide which principle is the best—that which recognizes only the claims of art for its own sake; which makes a great point of its service to posterity, and rather prides itself on keeping a little out of joint with the present; or that which is avowedly commercial; which pays as it goes; is content to reflect present tendencies and to minister to prevalent tastes. It has indeed been pretty stoutly maintained before now that this last way is the best after all, and that notwithstanding all that we have heard on the other side, by far the greater part of the work which has been found in the long run to possess enduring value has been done by men who have kept a pretty close eye on the main chance of present success; who have been quite willing to do the things which the taste of their contemporaries and the spirit of their age demanded and was willing (incidentally of course) to pay for; and who gave themselves very little trouble about posterity anyway.

However this may be, there is obviously a good deal to be said on the other side, and the question is manifestly too large to discuss within the limits of a brief exhibition notice. One phase of it however,—that relating to the management of exhibitions,—must force itself upon the attention of everyone who studies them at all. It is apparent at the outset that if it were not for the commercial spirit we should have very few exhibitions, of contemporary work at least, to study. Artists don't exhibit their pictures in any numbers except in the hope of selling them, and the exhibitions are universally chronicled as most "successful" at which the most sales are made. Indeed it seems sometimes as if there were some danger of its being forgotten that there is any other reason for their existence than this commercial one.

Is it necessary to remind our academies and other associations for the advancement of the interests of Art that there is another reason, and that this other is the really important one after all; that the commercial spirit is to be tolerated as a means, not cultivated as an end? The National Academy is hung with pot boilers. Out of the eight hundred and forty-three pictures for which places have been found on its walls, very few have anything to do with the interests of culture or have any significance here which they would not have in an auction shop.

The exhibition is successful as far as sales and attendance can go to make it so, but not in any other sense. It is a triumph of the paltry: a perfect carnival of the commonplace. The hanging is atrocious, as usual,—only worse. Never, I think, was it quite so distracting, but the hunt for meritorious work which the regular visitor soon learns to make along the sky line and in the corridor, and such other places as are not coveted by Academicians, is not rewarded as often as usual this year. The pictures are small as a rule, and modest enough in subject to satisfy the most determined objector to "exhibition" pictures. The few attempts at anything more ambitious are so nearly like failures as call for little notice other than the word of praise and encouragement which the most begrudging of critics would find it hard to refuse to the mere effort which their production represents.

Mr. C. Y. Turner's "The Bridal Procession" is perhaps the best of these. It represents the last scene described in "The Courtship of Miles Standish;" John Alden bringing home Priscilla on the back of his snow white bull.

is a pretty good picture; the painting is done well

enough; but it suffers, as all works of its class must suffer, from the fact that its interest depends too much on associations in which the poet outshines the painter, regarding whose share in the effect produced it is impossible to avoid feeling that he makes his impression at second hand. He works at a decided disadvantage and has need to be exceptionally strong in order to succeed.

Another artist who deserves a great deal of praise for his devotion to a high artistic purpose is Mr. Thos. W. Shields. His "Love's Festival" is disappointing, however. It is a large decorative canvas, full of figures and flowers, which are heaped on the ground as an offering to the god. It lacks the charm of light and color which the subject would seem to demand, and the flowers are so hard they might almost have been made of shells. There are a few other works ambitious enough in subject to merit consideration, but all seem to have miscarried in one way or another. Mr. Hovenden's "And the Harbor Bar is Moaning" was noticed in this column when it was exhibited in Philadelphia some months ago. It is one of the few pictures which I can recall which have been painted in recent years in which the painter's work holds its own with the literary associations of the subject. No single figure in the exhibition is comparable for a moment to the principal one in this striking picture. Mr. Porter is even almost at his worst in his icicle of a "Portrait of a Lady" which hangs close by. And, by the way, how rare a thing it is for a first-rate portrait to find its way to the Academy. Miss Lesley's portrait of Hon. Frederick Fraley, and Mr. Alexander's of Dr. McCosh are perhaps the best this year.

The prizes, four of which the Academy has to award, all go to comparatively unimportant work. The "Clark" prize of \$300 goes to Mr. Walter Satterlee for his "A Winter Watering Place," which, being translated, means the baby's bath; and the first Hallgarten Prize of the same amount to Percy Moran's "A Divided Attention," pretty enough as a rendering of a very simple little theme, two idle girls and a busy cat, but not indicative of either very serious purpose or especial promise. On the other hand, Mr. Coffin's "Moonlight in Harvest," which received the second prize of \$200, is indicative of a very serious purpose, and is a decidedly impressive picture, which deserves better treatment than to be ignominiously "skied" as it has been by the hanging committee. The war scenes of Gilbert Saul have the true ring and always command attention. His "A Heavy Road," showing a battery of artillery changing its position in mud which is axle deep, is very spirited, and is better in color than any of those which have preceded it.

Mr. Edgar A. Ward's "The Blessing" is a delightful picture, quite the gem of the exhibition for the sweetness and simplicity of its treatment and the brilliancy and beauty of the effect of its light. The scene is a very humble interior. The persons the usual grandmother and the little boy. The saucepan that contains the dinner waits, covered, while the blessing is asked; the boy waits too, uncovered but impatient, somewhat reverent but more hungry. The whole is capital.

The best of the landscapes are Bolton Jones's "September," and several delicious bits of French scenery rendered with exquisite feeling by Chas. H. Davis.

L. W. M.

NOTES.

THREE seems to be a reasonable probability at least that the movement to make good the financial loss by the recent fire at the Academy of the Fine Arts will become even more important than its promoters anticipated. It is now about twenty days since the Philadelphia Society of Artists sent out a circular letter to the painters throughout the country making an appeal for contributions of pictures and other works for an exhibition and sale in this behalf, and already some replies have been received. The following are the names so far on the Society's record:

G. D. Clements, Walter M. Dunk, Newbold H. Trotter, James B. Sword, Frank T. English, Elizabeth B. Justice, Robert Arthur, Frank L. Kirkpatrick, B. D. Paine, B. F. Gilman, Lucy D. Holme, Frank D. Briscoe, Phoebe D. Natt, Henry Thouron, A. F. Miller, E. S. Balch, Mary K. Trotter, Bernard Uhle, Charles H. Spooner, Prosper L. Senat, C. A. Worrall, P. Muhr, F. de Bourg Richards, Rebecca N. Van Trump, Charles H. Tromouth, Philadelphia, Pa.; R. Cleveland Coxe, C. B. Coman, G. W. Maynard, G. M. Arnold, S. G. W. Benjamin, Charles Bridgeman, J. R. Stites, Frank Waller, Burr H. Nichols, E. Menegheli, Thomas Hicks, Virginia Granbury, Henrietta A. Granbury, New York; Samuel S. Carr, J. M. Falconer, William M. Brown, Brooklyn; C. F. Pierce, Geo. R. Barse, Jr., Helen M. Knowlton, Scott Leighton, John J. Enneking, Boston; Fred. S. Dellenbaugh, Ellenville, Pa.; Charles W. Stetson, Providence, R. I.; Mabel Olmstead, Norristown, Pa.; John R. Tait, Baltimore; Horace Bonham, York, Pa.; A. Brennan, Milford, Pa.; Walter L. Palmer, Albany, N. Y.; G. A. Reid, Toronto, Can-

ada; W. T. Richards, Germantown; J. L. Wallace, Chicago; J. H. Monks, Medfield, Mass.; E. L. Coffin, Athens, N. Y.

It will be seen that the above list includes some of the most honored names in the world of art, giving tone and character to the movement, and affording a sure endorsement that will go far toward making it successful. The appeal is laid before the artists just as they are closing their studios for the summer, when they are finishing up all their old work and are not ready to begin anything new. In the autumn when they return from their out-of-door rambles, with designs and studies for pictures filling their minds and sketch-boxes, they will be more ready to offer contributions, and a collection of current works of the highest value may be reasonably looked for.

Mr. Herman Simon has on exhibition in a Chestnut street window a study of a pair of terriers, painted for Dr. D. Hayes Agnew. The portraiture is faithful as care and skill can make it, and the life and spirit of "Dandy" and "Miles O'Reilly" could hardly be more happily rendered. As an animal painter Mr. Simon has attained a place in the front rank of his guild. His work evinces not only thorough knowledge of form and action, but that subtle, sympathetic appreciation of animal character which distinguishes the great painters who have studied them and come into friendly relations with them. He is a devoted student of landscape as well, painting out-of-doors with unflagging industry as long as the season permits. It is not often that one painter attains marked success in two distinct walks of art, but Mr. Simon among other gifts is blessed with a talent for hard work, and is never happier than when toiling assiduously and constantly, either in the studio or a field. As good work must tell in the long run, it is safe to predict that if health permits, Herman Simon has a high career opening before him.

The ladies who have done so much to sustain the Pennsylvania Museum and School of Industrial Art are again at work raising the funds required this season to keep the institution up to the highest standard of usefulness without incurring debt. Entertainments, afternoon teas, subscriptions and other agencies are energetically made available, and the good work goes bravely on. While this work is eminently commendable and much to be praised, it remains to be said that the museum is at present under heavy annual expense that will involve the necessity of similar extra efforts to raise money every year as long as the existing state of affairs continues. This expense is incurred in the care of Memorial Hall, and mainly in repairs rendered unavoidable by the slighted construction of the building. It is no proper part of the work undertaken by or expected of the Pennsylvania Museum and School of Industrial Art to keep that building from falling into ruin. The endless mending, restoring and replacing weak material cost the institution last year over six thousand dollars. When every dollar is sorely needed for the legitimate work of the institution, that is not a right use to make of this money. Memorial Hall belongs half to the city and half to the state, and if neither city nor state care enough about the building to keep a roof on it and make it weather tight, the large and valuable collection of the museum should be moved to some better shelter. There is room enough on the ground occupied by the School at 13th and Spring Garden streets to erect a building that will accommodate all the classes and the museum collection besides, and it would cost far less in the end to put up such a building at once than to pay such an enormous rental as the bill for repairs to Memorial Hall annually amounts to.

Olin Warner's colossal statue of William Lloyd Garrison has been cast in bronze, and has this week been placed in position on Commonwealth Avenue in Boston, opposite the Hotel Vendome. It is described as a noble work, grand and simple in composition, free from all prettiness and pettiness of detail, and treated with the severe sincerity appropriate to the subject. The figure is seated in what may be considered the editorial chair of *The Liberator*. The pose is easy and characteristic, and the portraiture faithful throughout, not merely as to an eyes-nose-and-mouth likeness, but as to the figure, bearing and presence of the man who lived, moved and had his being as the personal power originating and giving impetus to the anti-slavery agitation.

SCIENCE NOTES.

THREE Russians who were bitten by mad wolves and were operated on by M. Pasteur have since died, and the fact has been the occasion of many attacks on that gentleman. M. Rochefort, the renowned journalist, has been among his assailants, and M. Pasteur seems to have concluded that it would be well to reply to his numerous critics. On the 12th of April he read a paper before the Academy which gave some facts as to his processes, and the special conditions of the three victims whose death has provoked this comment. He says that he has treated up to

this time 688 persons, and of these over half have safely passed the time which is generally supposed to mark the end of the dangerous period. Of some of the remainder it is admitted that they may still develop the disease, but the large number of cases which have been fully successful certainly argues some preventive power for the treatment. The cases of the Russians were late in being brought to him, as the time of shortest incubation had been passed, and they were very badly bitten, their flesh being penetrated many times by teeth of the rabid animals, and fearfully mangled. He says that he does not regard the virus of the wolves as being more powerful than that of the dog, but the likelihood of the bite being more severe has induced him to modify the treatment in such cases, but in what direction he does not say.

The Union Bridge Co. of New York City has been awarded the contract for building a steel railway bridge across the Hawkesbury river, near Sydney, New South Wales, Australia. The construction of the piers will present difficulties of no common magnitude, as they are to extend nearly 150 feet through the soft mud of the river bottom, that being the depth at which solid bottom is struck. The plans of the American company for excavating through this silt were so much simpler and more effective than those of the other contestants that they were at once adopted in preference to those of competitors from every prominent manufacturing nation of the world. The bridge is to have seven spans of over 400 feet each, and with a steel super-structure; the contract price was £327,000. The Union Bridge Co. had used the method of pier sinking which they propose to use in this instance, in constructing the bridge over Atchafalaya bayou in Louisiana. It consists in sinking a large iron tube, with cutting bottom edges, by dredging the sand from the middle, and filling it up with cement and broken stone. This method was very successful in the case of the Atchafalaya bridge, and the tube in its descent even cut in two large trees which obstructed its passage.

A strange nuisance of rats, says *Science*, has developed itself in some parts of New York City, reaching such an extent as to call for an examination of the circumstances by the proper city authorities, and making dwellings almost uninhabitable. These animals are known to possess a remarkable migratory instinct, congregating in large numbers, and overrunning whole regions, to afterward as suddenly and strangely disappear. Dr. Buckland relates instances of their migration from house to house at certain times of the year, influenced probably by the lack or abundance of food. In a certain part of Berkshire, England, there were situated a number of isolated barns on the bleak, barren downs; and the rats were frequently met in colonies at early morning, marching in long lines direct from one barn to another. They were watched, and seen to go directly across the country in a straight line; and the most curious part about the circumstances was the instinct that told them where to go, or to find those barns which contained grain. At Central Park there is no unusual number, though they find in spring plenty of food along the lakes in the grain fed to the swans and other aquatic birds. This grain is placed in boxes at some little distance from the water's margin, but the rats are not thus hindered from purloining it: they swim to the boxes, extract the grain, and then swim with it back to the shores. In the winter they collect about the animal houses. In the Philadelphia zoological gardens they have been very numerous, and not a little of a nuisance.

Mr. Charles Rhodes of Oswego, N. Y., has lately published a circular giving the monthly and annual levels of Lake Ontario at Oswego for a number of years, as determined by records of the army engineers. The variations of level seem to be irregular, and are not well explained. For example, in April, 1873, after eighteen months of low water, the lake rose about two feet and a half in twenty days. When it is considered that the whole inflow of the Niagara during that time would scarcely more than produce the rise, even if the escape by the St. Lawrence were stopped meanwhile, the magnitude of the change may be appreciated, but can hardly be well accounted for. Mr. Rhodes also gives account, in a personal letter, of oscillations in the water of the lake that seem to correspond to the *seiches* of Lake Geneva and other Swiss lakes. He describes sudden flows of the water from Lake Ontario into the Oswego River, with a rise of ten to eighteen inches, followed, in half an hour or so, by an equally sudden discharge and fall, going as much below the ordinary level as the rise had been above it. Smaller oscillations succeed, gradually falling away. All such large and sudden fluctuations are followed by storms of wind, rain, or both. These singular phenomena, so well studied out by Forel in Switzerland, have received but little attention in this country. The records of lake-levels kept by the army engineers would probably afford many examples that should receive investigation.

M. Delpech, of the Hygienic Council of the Department of the Seine, has published a report on the damage done by bees and the dangers resulting from the existence of apiaries in the city of

Paris. The bees, it appears, have become a real and formidable nuisance in some parts of Paris, especially in the neighborhood of the sugar-refineries and the railway-stations, where hundreds of stands are kept. The extent of their depredations upon the Say sugar-refinery is estimated at 25,000 francs, or \$5,000 a year. A glass filled with syrup will be emptied by them in less than two hours; and if a trap is set, nearly three bushels of them may be caught in a day. The laborers in the refinery, who have to work half naked, and whose skin is soiled with molasses, suffer greatly from them, so much that operations have to be suspended at times. Children in the schools near the bee-stands are frequently stung, and horses passing in the neighborhood are in constant danger. M. Delpech maintains that bees are in reality much more dangerous than is generally believed. He cites a number of instances where their stings are known to have terminated fatally, and many where serious inconvenience has been experienced from their poisonous effects.

A very considerable change has just taken place in the map of South America, by joint agreement of Chili and the Argentine Confederation. This is no less than the entire obliteration of the region known as Patagonia, which is however, not a country, but was, until this agreement, simply a piece of unclaimed territory. The *Panama Star and Herald* announces the result of the agreement in regard to this region by the states that have absorbed it. To Chili has been assigned all the western slope of the Cordilleras to the southern extreme of the continent, to the Strait of Magellan, and all the islands off that coast. The eastern slope of the range, and the vast pampas extending to the Atlantic, are now the property of the Argentine Confederation. The Strait of Magellan is declared neutral, and free to all nations. The chief island of Tierra del Fuego is parted equally between the two nations, Chili taking all the other islands, including that of Cape Horn.

Experiments have been lately made with firing screens invented by a Mr. Morris, which are designed to enable marksmen to practice even in populous neighborhoods. The invention is based upon the idea of stopping "wide" bullets soon after they leave the rifle; and this is accomplished by making the riflemen fire through an aperture in a small screen from a narrow platform inclined to suit men of different stature. Some twenty feet from this screen is a second, in which is an embrasure opening into a short gallery fitted with iron plates or curtains inside which stop the erring bullets. Beyond this is a third screen, with an aperture in it about six feet square, so that the marksman at the firing point looks through these screens, and sees very little except the target at which he is to shoot. The experiments were considered very successful.

THE DIFFICULTIES OF RAILROAD REGULATION.¹

ANY practical scheme of railroad control is likely to be based upon a compromise. The different interests involved are so conflicting that it will not do to attempt a solution from any one standpoint exclusively. The direction which legislation is to take can not be decided by a mere consideration of complaints against the existing system, whether well-grounded or otherwise. We must also consider what other systems have been tried, and what evils they have involved: what lines of treatment have been undertaken, and how far it has been found possible to carry them out. It is not a question what we would like to do, so much as what we actually can do.

The community requires four things of its railroad system:

1. That it shall afford sufficient facilities to meet the wants of business. In other words, there must be enterprise in building new lines, and in keeping the old ones up to a high standard of efficiency.
2. That the charges as a whole shall be as reasonable as possible. If they are higher than those of other countries, or higher than is necessary for the support of the railroads, the business development of the community will be retarded.
3. That there shall not be arbitrary differences in charge which force business into unnatural and wasteful channels, or cripple one man for the enrichment of another.
4. That there shall be as little waste of capital as possible, either by corruption, extravagance or want of business skill. This is not quite so vital a matter as the other three, but it is one which we cannot afford to leave out of account.

No system of regulation is ever likely to be devised which shall secure all of these results. Free competition, as we have tried it in America, produces rapid construction and low rates, but fosters discrimination and extravagance; thus securing the first and second requirements, at the sacrifice of the third and fourth. The French system of regulated monopoly has just the opposite effect; it prevents waste and discrimination, but development is slow and rates are high. The third and fourth requirements are secured at the expense of the first and second. England enjoys the first and fourth advantages at the sacrifice of the second and third; Italy has secured the second and third, but failed of the first and fourth. The Granger system of regulation sacrificed the first in the effort to secure the second. Partial state ownership, as we shall see, secures nothing at all; exclusive state ownership secures the third, at great risk of sacrificing all the others.

The different requirements are to a certain extent in conflict with one another. This conflict can only be understood by studying the history of

railroads, and the principles which underlie railroad business management. These are quite imperfectly known at present. There is probably no subject of equal importance on which public enlightenment is so much needed. The capital invested in the railroads of our country is eight times that of its banking institutions; the tonnage carried by rail is four times that carried by water; the abuses in internal commerce come home to us far more directly than those in foreign commerce. Yet, for every man who has studied the political economy of railroads, there are a dozen who have studied that of shipping and foreign trade, and a hundred who have studied that of banking. The complications of the subject are hardly recognized. Railroad reformers are far too ready to blindly pursue one specific object or combat one specific abuse, regardless what other objects may be sacrificed, or what other abuses fostered by their policy.

Railroad expenses may be roughly divided into two classes, according as they do or do not vary with the amount of business done. Those which do not vary rapidly are called fixed charges. This includes interest on the cost of construction, the general expenses of the organization as a whole, and a considerable part of the expense of maintenance, which is due to weather rather than to wear. Those expenses which vary nearly in proportion to the amount of business done are called operating expenses. Under this head are included the different items of train and station service, with some others. In order that a railroad as a whole may be profitable, it is necessary that it should earn money enough to pay fixed charges as well as operating expenses. But, in order to secure any individual piece of business, it can afford to make rates which shall little more than cover operating expenses, provided such business can be had on no other terms. To secure traffic which it could not otherwise have, a railroad can afford to make rates which would bankrupt it if applied to its whole business.

Such was the origin of discriminations. Sure of a certain amount of traffic at high rates, which would contribute its full share to the payment of fixed charges, each railroad strove to secure additional traffic at lower rates which would little more than pay operating expenses. This reduction was first made in favor of articles of low value, like coal, stone, or lumber, which could not be moved at all at high rates, but which could furnish a large business at low rates. Here it was an unmixed benefit to the public. The reduction was next applied in favor of long-distance traffic; and here also it was a good thing in principle, though sometimes overdone in practice. Under the old system of equal mileage rates, where the charge was made proportional to the distance, it would have cost something like a dollar a bushel to get wheat from the Mississippi Valley to the seaboard; a price which would have been simply prohibitory to the growth of the Western States.

There were special circumstances which led the railroads to give the long-distance traffic more than its due share of favor. A great deal of this traffic had the benefit of competition, either between several lines of railroad, or between rail and water routes. The reductions in rates were made most rapidly where such competition was most active—that is, at the large cities. The result was a system which favored cities at the expense of the country—by no means a good thing. But this was not the worst. In any period of active railroad competition large shippers were almost always given lower rates than small shippers. Amid the constant variation of rates, unscrupulous men gained advantages at the expense of more honorable men. Secret favors were generally given to those who least needed or least deserved them. The railroad agents forgot their obligations to the public as common carriers. Too often they were ready to sacrifice even the permanent interests of the stockholders themselves in the lawless struggle for competitive business.

The first legislators tried to treat the railroad as a public highway, over which any man should be at liberty to run cars, as he can run boats over a canal or wagons over a turnpike. This idea was incorporated in the railroad charters of England and Prussia. It has never been quite abandoned by theorists; but practically it has proved a failure wherever tried. Physically it is impossible, on account of the danger of collision; industrially it is impossible, on account of the added expense. Nobody would build a railroad on such terms unless the mere tolls for the use of the track were to be made higher than the whole transportation charge now is.

A second plan for making competition a public benefit has been that of state ownership of part of the competing lines. It has been tried on a large scale in Belgium and Prussia, and on a smaller scale in most other countries, the United States not excepted. It was thought by the advocates of the system that the government would thus obtain a controlling influence over the railroads with which it came in contact, and be able to regulate their policy by its example. These hopes have been disappointed. The private railroads under such circumstances regulate those of the government far more than the government regulates the private railroads. There is no chance to carry out any schemes of far-sighted policy. If the private roads are run to make money, the government roads must be managed with the same end in view. The tax-payers will not let the government lines show a deficit while competing private lines pay dividends. No administration would dare to allow such a thing, however important the end to be attained. As a matter of fact the government roads of Belgium and Germany were as ready to give rebates as the private lines with which they came into competition. In Belgium they went so far as to grant special rates to those persons who would agree not to ship by canal under any circumstances. The same thing has been done in New York State; but in Belgium the peculiar thing was that the canals and railroads both belonged to the government, and yet were fighting one another in this way. The system of partial state ownership was hardly distinguishable in its effects from simple private ownership. This fact has been clearly recognized within the last twelve years. Within this period, Belgium, Prussia, and Italy have abandoned the "mixed system." Belgium and Prussia have made state management all but universal; Italy has practically given it up.

Of much more importance in the United States has been the effort to regulate charges by legislation, without touching the question of ownership. There was no lack of authority for so doing. Common carriers had been made the subject of special regulation from time immemorial, and it was a well-accepted principle that their charges must be reasonable.

But what constitutes a reasonable charge? On what basis are we to compute it?

¹From an article by Arthur T. Hadley in the *Popular Science Monthly* for May.

It is by no means a sufficient answer to say that rates should be based upon cost of service. What items of cost shall we include? Shall we count the fixed charges, or simply consider operating expenses? In the earliest legislation the former course was adopted. The English tolls and *maxima* were calculated upon this basis. But they were soon found to be so high as to be almost inoperative. At any rate, they did not prevent discrimination. They allowed the railroad to earn its fixed charges where it chose, and to lower rates elsewhere. A prescribed rate of this kind is too high to be of any use.

On the other hand, to prescribe a rate which does not provide for fixed charges is even worse. This was tried in the Mississippi Valley in the Granger movement. It was argued by the farmers that, if the railroads could afford to carry their competitive traffic at very low rates, they could afford to do the same for the local traffic. All rates were therefore reduced by law to the basis of the competitive ones. What was the result? In Wisconsin, where the system was carried out most completely, a law of this kind was in operation for two years. At the end of this time, not a single railroad was paying dividends; only four were paying interest on their bonds. Railroad construction was at a stand-still. The existing roads could not afford to extend their facilities for traffic. The development of the State was checked—checked so abruptly that the very men who were most clamorous for the railroad law in 1874 were most clamorous for its repeal in 1876. In their anxiety to secure low rates, they had overlooked the necessity for railroad development. This oversight reacted forcibly against them; and the same reaction is likely to be felt wherever reckless railroad legislation is attempted.

There is an undeniable advantage in entrusting the execution of such a law to the somewhat discretionary power of a commission. A court is not well qualified to enforce a hard and fast law concerning railroad rates. The courts are compelled to rely somewhat blindly upon precedent; while railroad management is so new a thing that the precedents derived from other lines of business are often misleading. The best proof of the usefulness of railroad commissions is the extent to which they have prevailed. Nearly two thirds of our States have them; there is scarcely a serious attempt at railroad regulation in the United States except through some such agency.

But, even in the best hands the power to fix rates is of somewhat doubtful utility. More effective statutes have been aimed at discrimination itself—not to fix the rate, but to limit the chance for arbitrary differences. In one sense it ought hardly to need a statute to do this. Secret rebates and personal discriminations are so clearly against the spirit of the law of common carriers, that to call public attention authoritatively to these things is to condemn them. The work of the Hepburn Committee in New York, in 1870, had a value of this kind, quite apart from any positive legislation which it secured. The value of similar work done by certain railroad commissions can hardly be overestimated.

Experience has shown pretty clearly that local discrimination can be avoided only by bringing competition under control. The States where legal regulation of this matter has been most successful have been those like Georgia and Iowa, where the pooling system has been strongest and most stable, or those like Massachusetts, where competition has become, in local business, largely a thing of the past. Everywhere, in America and in Europe, periods of active competition have been periods of active discrimination. To check the second you must control the first. And the only practical way of doing this, short of actual consolidation, is by a system of pooling. The mere agreement to maintain rates is not enough; it is too easily violated by secret rebates. An agreement to divide the traffic or the earnings, as long as it holds at all, is much harder to violate secretly. This is what constitutes a "pool."

We are thus reduced to the simple alternative, pooling or discrimination. Each effort to prohibit both at the same time only makes the necessity more clear. The governments of Continental Europe have ceased to struggle against it. Rightly judging that discrimination is the main evil, they recognize pools as the most effective method of combating it. State roads enter into pooling contracts with private roads, railroads divide traffic with competing water-routes. The law, recognizing such contracts, is able to regulate them, and to deal with organizations of railroads better than it could deal with railroads individually. In this respect they have the advantage over us in America. In our vain effort to prohibit such pools altogether, we have simply intensified their worst features. By refusing to recognize them at all, we have rejected the chance to regulate them. We have done worse than this. By taking all permanent guarantees away from them, we have forced them to pursue a short-sighted policy. The prejudice against pools, as we have often seen them, is not an unreasonable one; but the fault is in the law quite as much as in the system.

More by accident than by design, the railroad commissioners in a number of our States have become the representatives of the permanent interests of the railroads and community alike, against the short-sighted policy of extremists on either side. The history of the Massachusetts Commission has presented the most marked instance of what can be done in this way, by a body of men having no power except the power to secure publicity; it is perhaps the most encouraging example in recent history of the power of government by public opinion.

Whether a national commission could work successfully in this way is very doubtful. The public opinion of the nation as a whole is not so easily brought to bear in one direction as is that of a single State. The national railroad system is too vast, the interests of different sections too conflicting. It is desirable that a national commission should be charged with the enforcement of certain specific provisions against discrimination. It would be a Herculean task; but is one which needs to be done, and one which we may feel reasonably sure that the courts could not even attempt to do.

On the other hand, it is desirable that the commission should not be a mere prosecuting body, but should depend for its force upon the influence of public opinion behind it. In this respect the bill now before the United States Senate is a good one. It avoids alike the error of those who would give the commission no definite authority, and those who would charge it with doing what is actually impossible. The bill as reported rigidly prohibits personal discrimination, and generally prohibits local discrimination; but under this latter head it empowers the commissions to

make exceptions. It says nothing about pools; and, if this discreet silence is maintained, such a commission might readily use pools as a means of protecting the shipper against discrimination, instead of allowing them to be used solely for the purposes of the railroad investors and management.

DRIFT.

—Everything indicates that this is the crucial time in England's history, when it will accept the federative principle and become a republic with all its colonies, or a hide-bound and decaying monarchy. Much depends on the continued life and strength of Gladstone.—*Providence Journal*.

—Never before, we are prone to think, has the University of Pennsylvania been more prominently brought before the public than at the present time. A new life seems to have developed itself in every department, and the season of activity that we have entered upon gives promise of being a long one. The opening up of new fields of work and new courses of study began the movement, and the enthusiasm it inspired in certain quarters found vent through the medium of the Greek Play. The presentation of the "Acharnians" may be attended with great success—we have no doubt it will be—but none but the initiated will ever realize what a stock of enthusiasm it required to overcome all obstacles. In other directions equal activity has been displayed, and by means of Class Race, Glee Club Concert, Class Sports, College Sports, Base-ball Games and Cricket Matches, we are taking good care that the public shall not forget us.—*Pennsylvanian*.

—The British post office has rearranged its parcels post business, and now carries by mail packages of not exceeding eleven pounds' weight. The charge is three pence for a pound, and one and a half pence for each additional pound beyond the first. In this country merchandise is carried by mail for sixteen cents a pound, and the limit is four pounds. To meet the government competition, the railroads there, which do their own express business, have parcel rates varying by the pound and by the distance. They carry a package of two pounds two hundred miles or more for twelve cents. A package of twenty-four pounds ranges from twenty-five cents for fifty miles to fifty cents for two hundred miles and sixty-two cents for more than that distance.

—Mrs. Winfield S. Hancock, the New York *Herald* says, has left the house but once since the general's funeral, and that was when she went to church on Good Friday. She is suffering from nervous prostration. She has not yet made plans for her future residence. Her present home is with her nephew, Lieutenant Griffin, on Governor's Island. That officer, who is attached to the engineer corps, is expecting orders to report for duty at some other post. Should he be assigned to Baltimore or to Washington it is probable that General Hancock's widow would continue to make his household her home. In the event of his being ordered south or to the frontier it is not thought probable that she would accompany her nephew, as she prefers the northern climate.

—Some of the facts and figures which Mr. Carnegie cites in his "Triumphant Democracy" are "stunning." For instance, (picking up points at random), that the United States contains more English-speaking people than all the rest of the world; that the wealth of the republic exceeds that of Great Britain; and that it also surpasses the mother country not only in agriculture but in manufactures, that for every pauper in the United States there are twenty-one in Holland and Belgium, and six in Great Britain and Ireland; that seven-eighths of our people are native born; that twenty-two per cent. of them now live in towns of 8,000 or more inhabitants; that if the live stock in our country were marshaled in procession five abreast, in close order, the line would reach round the world and overlap; that Chicago alone makes half as many steel rails in a year as Great Britain, and Minneapolis turns out so much flour that the barrels would form a bridge from New York to Ireland; that we produce sixteen pounds of butter annually for every man, woman, and child in the country, and if our crop of cereals were loaded in carts, it would require all the horses in Europe, and a million more, to move it; that more yards of carpeting are manufactured in Philadelphia than in all Great Britain; that a single factory in Massachusetts turns out as many pairs of boots as 35,000 boot-makers in Paris; that our Government has given us more land for the support of schools and colleges than the entire area of England, Scotland, and Ireland.

— "I went to Cheyne-row the other night," writes a "Pious Pilgrim," "to revisit the old house at the steps of which I took leave of Mr. Carlyle some six or seven years ago. I found the medallion portrait stuck, not on No. 24, which has become one of the Meccas of the Old World and the New, but upon the house at the entry of the road fronting the gin-shop which forms so undesirable a feature of the street in which the sage of Chelsea spent so much of his life. On inquiring as to why the portrait was not on the right house, I was told that its owner had fixed practically prohibitive terms for the liberty of affixing the memorial to his property. This was bad, but worse remained behind. On reaching the house itself I found it desolate, grimy, and untenanted. Dirty notices of "To Let" stared from the shuttered windows, the steps were foul, the area windows cracked, and the whole aspect of the front most depressing. In reply to inquiries on the spot, I was told that the owner of the house is so proud of the associations of genius which cluster round his bricks and mortar that he has fixed what is practically a prohibitive rent. Since Mr. Carlyle died there, no man less worthy, excepting the great Mr. Moneybags himself, shall profane the sacred residence. There is even a legend in the locality that the owner expects some American Mecenas to cross the Atlantic to buy up No. 24 Cheyne-row, and transport it, bricks, mortar, window-sashes and all, to some American Babylon, there to re-erect it in honor of a prophet unhonored in his own land. Who knows what may happen in these later days? When the church is disestablished, quite a thriving business may be done in the export of historic churches from old England to the young Englands beyond the sea. Imagine what some future Vanderbilt may offer for the Abbey! But pending the sale and delivery of Mr. Carlyle's house, might it not be as well if the vestry were to take a little pains to make the street more worthy of Chelsea, and if the owner were to install a respectable caretaker in the house to keep it clean, and allow it to be visited by those of us who periodically make pilgrimage to Cheyne-row as to a sacred shrine?"—*Pall Mall Gazette*.

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